

ORDINANCE NO. 709

AN ORDINANCE OF THE TOWN OF TWISP, WASHINGTON, AMENDING THE TWISP MUNICIPAL CODE BY ADDING A NEW CHAPTER 12.30 THAT ADOPTS A COMPLETE STREETS GRANT PROGRAM PERTAINING TO STREETS, SIDEWALKS AND PUBLIC PLACES WITHIN THE TOWN OF TWISP.

WHEREAS, RCW 47.04.320 establishes a grant program to help municipalities pay for complete street projects; and

WHEREAS, pursuant to RCW 47.04.320(2)(b), municipalities are required to adopt a jurisdiction-wide complete street ordinance to be eligible for a grant under the complete streets grant program; and

WHEREAS, the Town Council desires to adopt a complete streets program and to incorporate pedestrian and non-motorized facilities into the transportation system in a manner that enhances public safety and provides for all users, including bicyclists, pedestrians, motorists and public transportation users; and

WHEREAS, the Town Council desires coordination within the Town departments in assessing transportation projects to meet the objectives in implementing a complete streets program.

NOW, THEREFORE, the Town Council of the Town of Twisp, Washington, do ordain as follows:

SECTION 1 - AMENDMENT.

There is hereby added to the Twisp Municipal Code a new Chapter 12.30 as follows:

**CHAPTER 12.30
Complete Streets**

12.30.010 Purpose.

The Town of Twisp shall, to the maximum extent practicable, plan, design, construct, operate and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists, motorists, transit users, emergency responders, freight haulers and users of all ages and abilities, and all new reconstruction, retrofit or reconstruction projects.

12.30.020 Definition.

As used in this Chapter, "complete streets infrastructure" means design features specific to individual transportation projects and the transportation

system as a whole, which contribute to a safe, convenient and comfortable travel experience for all system users, including pedestrians, bicyclists, motorists, transit users, emergency responders, freight haulers and users of all ages and abilities. Complete street infrastructure may include, but is not limited to, features such as sidewalks, shared use paths, bicycle lanes, automobile lanes, paved shoulders, landscaping, curb extensions, accessible curb ramps, cross walks, pedestrian and traffic signage/signals, bicycle and motor vehicle parking options, transit stops, traffic-calming devices and pavement striping.

12.30.030 Complete Streets Infrastructure.

A. Applicability. This Chapter applies to the planning, design and construction of new, retrofit or reconstructed roadways within the public right-of-way of the Town of Twisp, and to the extent allowed by law, to new private roadways within the Town.

B. Policy. The Town of Twisp shall incorporate complete streets infrastructure into new, retrofit or reconstructed roadways to complete a comprehensive, integrated and connected transportation network. To the extent feasible, the Town of Twisp should identify cost-effective opportunities to support complete street objectives through ongoing operations and maintenance.

C. Design Criteria. The Town of Twisp shall adopt and maintain design criteria, standards and guidelines based on recognized best practices for street design, construction and operations including, but not limited to, the latest editions of the American Association of State Highway Transportation Officials (AASHTO) guidebooks, Washington State Department of Transportation Design Manual and the Manual on Uniform Traffic Control Devices (MUTCD). Design guidelines should emphasize context sensitive design, reflective of the character of the surrounding built and natural environments.

12.30.040 - Exceptions.

A. This Chapter shall not apply to routine maintenance of the transportation network that does not change the roadway geometry or operations, as determined by the Public Works Superintendent of the Town of Twisp.

B. Facilities for pedestrians, bicyclists and/or transit users may be excluded from a transportation project when:

1. There is a documented absence of current or future needs;
2. Non-motorized facilities are prevented by law;
3. The costs will be disproportionate to the current need or probable future uses;
4. The improvements require more space than is physically available; or

5. The addition of facilities results in adverse impacts on environmental resources such as streams, wetlands, historic or cultural resources above and beyond the impacts of current existing facilities.

C. Decisions to grant an exception on the basis of the criteria listed in this Section shall be made by the Town Council following a recommendation by the Mayor. The Mayor's recommendation should follow consultation with the Public Works Superintendent and Town Planner.

SECTION 2 - SEVERABILITY.

If any section, sentence, clause or phrase of this Ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this, or any other, Ordinance.

SECTION 3 - EFFECTIVE DATE.

This Ordinance shall take effect and be in full force after its passage by the Town Council, approval by the Mayor and publication of this Ordinance or summary thereof as required by law.

PASSED by the Town Council of the Town of Twisp, Washington, this 23rd day of August, 2016.

APPROVED:


Soo Ing-Moody, Mayor

ATTEST:

APPROVED AS TO FORM:


Jackie Moriarty, Town Clerk-Treasurer


W. Scott DeTro, Town Attorney